WORKS TO BE RUN AS USUAL.

EMBARRASSMENT OF THE UNITED STATES

THE PRESIDENT APPOINTED RECEIVER-PLANTS OF THE COMPANY IN ILLINOIS, OHIO AND ALABAMA ORDERED BY THE COURT

TO CONTINUE BUSINESS. Chicago, Nov. 22.-The United States Rolling Stock Company, having a large plant at Hegewich, was last night placed in the hands of a receiver. liabilities are given at \$3,816,000, and the ets at \$6,053,000. Attorney J. L. High, of the pany, says the failure was precipitated by slow ions and the depression in the money market. This company is one of the largest, if not the largest, builders of railway cars in the world, and has planta at Hegewich, Ill., Decatur, Anniston, Ala., and Urbana, Ohio. The capital stock of the company is \$4,000,000, of which \$3,590,000 paid up in cash, and there is \$500,000 of stock not yet issued. The assets of the company cousist of shops, yards, real estate and machinery at Hegewich, which originally cost \$1,400,000, and are now claimed, by reason of the advance in real estate values, to be worth at least \$2,000, eest \$700,600; its plant at Decatur, costing \$500,000; its shops and works at Urbana, \$180,000, and timber lands in Alabama, \$40,000. All these properties, it is claimed by the company, have greatly enhanced in value, the figures given being the original cost. Other assets of the company are: Car Trust bonds, \$1,533,000; rolling stock leased to various railroad companies, \$300,000; suplies and material in process of manufacture, \$1,-100,000; outstanding accounts, good and collect able, \$300,000; making the total assets \$6,053,-The liabilities are 6 per cent debentures, unsecured, \$870,000: 5 per cent debentures, secured by \$1,000,000 Car Trust bonds as collateral, \$870,000: 6 per cent bonds, secured by first mortgage on real estate and works at Hegewich, \$250,-000; 5 per cent consolidated bonds, secured by arst mortgage on all the company's shops, yards and property, except the Hegewich plant, and by second mortgage on the Hegewich property, \$1,-000,000; bills payable for material, supplies and current expenses, maturing within ninety days, \$500,000; bank loans, maturing within ninety days, \$500,000; bank loans, maturing within a short time, \$266,000; miscellaneous accounts, \$66,000; total liabilities, \$3,816,000; excess of assets over liabilities, \$2,237,000. James L. High, who represents the company, in speaking of the affair today, said:

"The company has in its employ at its available."

sents the company, in speaking of the affair to-day, said:

"The company has in its employ at its various works 2,200 men. It has been obliged to pay cash to the employes and for material to the extent of \$600,000 monthly. The present stringency in the money market has compelled the railroad companies which have bought the cars of the rolling stock company, to pay their bills in long time paper instead of cash, and it has been extremely difficult to discount the paper. Mr. Roys, in his bill, states that he fears that unless a receiver is appointed some creditors of the company may attach the property and thereby gain an unjust preference. There are abundant assets to pay all of the debts if a little time is allowed the company to collect its outstanding accounts."

Judge Blodgett immediately appointed Mr. Hegewich receiver. He is the president at present and has been for nincteen years. The judge also ordered the receiver to continue the works and not let any of the plants be shut down. Mr. Hegewich gave bonds in the sum of \$500,000, with W. P. Rend as surety.

The United States Rolling Stock Company is

let any of the plants of shut down, with gave bonds in the sum of \$500,000, with W. P. Rend as surety.

The United States Rolling Stock Company is owned principally by English capitalists. Messrs. Hegewich and Royes are the only American stockholders. Most of the creditors are said to be Eastern firms and banks. Whether or not other firms are so involved as to be embarrassed, no one connected with the matter could say.

HOW WALL STREET HEARD THE NEWS. TALKS WITH THE VICE-PRESIDENT OF THE ROLL-ING STOCK COMPANY AND OTHERS IN-

TERESTED IN IT.

Company had \$2,000,000 of assets and \$4,000,0

"The capital of the company is \$4,000,000. In the tepressed condition of the money market we wer unto get money to any great extent from the vorious railroads for which we have been building cas, but have been compelled to take seven, eight and nine months' papers in some instances, and in no dec less than sixty or ninety days' paper. We have 2,000 men on the payralls who must be kept employed constantly, and the pay-rolls, together with material and supplies. make an aggregate monthly cash payment by us of about \$700,000. There is a limit to this set of thing when we receive paper and pay out cash and, notwithstanding this, our condition was so god that the president believed we should come through all right. nd until last Friday, in the nineteen years in which we have been in business, we have never sked renewa

"Nor would we now ask renewals if even of ter of the amount due us was paid. I we had to-day all that is now past due paid to us in cash, we would discount every obligation we have in the world, and ave more than 400,000 good hard ollars in bank to ur credit, and this in no manner taches our proper We have all his left. It is not a case of insolvency in the popular ense of insolvency. In the legal sense, of course it is, because a may have \$20,000,000 of the best possible, and if a note for \$500 should become which he did not have the ready money to meet, his assets would cur no figure. sense he would be insolvent, and it is in this sense only that we are insolvert. This step is taken over to that period wien the money market will be easy enough to enable those who are indebted to us to pay up, and when that is done every creditor every kind and sort will be paid in full with interest, and we shall have more than \$400,000 in bank

"The president," contined Mr. Roys, "of cour was the only one who knyw the business in its de-tails sufficiently to give the most perfect protection to all creditors and all shardolders, and I assume that there is not a creditor wio would not be as anxious that the president shoul manage the assets of the concern as the shareholders or the Board of Directors For that reason h has been appointed receiver by the United States Curt, and all the properties of the company in Ohio Alabama, Illinois and New-York have been conveyed to him. Auxiliary proceedings will be had it all the other States where the coordings will be had it all the other states where the company has property. The London committee, who represent the entire lody of the shareholders, know-ing the stringency of the money market and appre-hensive that we also might feel a money necessity and that some credior might unwisely make trouble attachment and o dissipate the properties (because of the present conition of the market there are no buyers, and therefore all properties sold now would be sacrificed), advied the president to prepare himself so that if there cer came such emergency, which we hoped to avoid, is would have himself appointed renoped to avoid, is would have himsen appointed re-ceiver. This feeing of the London committee has been fully recipicated by the Board of Directors in New-York, and the Board has passed a resolution ratifying and confirming all that has been done by the president n obtaining a receivership. The directes of the United States Rolling Stock

Company are A Hegewisch, Herman R. Baltzer, H. R. Du Val and Jeorge Place, of New-York, and Cyrus D. Roys, of Chiago. The officers are : President, A. Hegewisch; vio-president, Cyrus D. Roys; treasurer C. Benn, ad secretary, Thomas F. B. Parker. Mr. Baltzer is well-known merchant in Exchange Place; Mr. Place sa large dealer in machinery supplies, etc., and Mr. Da Val is president of the Florida Central and insula Bilroad. The company has its main offices in this city occupying extensive rooms on the seventh floor of the Mills Building. The principal works are at Hegewish, near Chicago, where the company owns 100 acres of ground, and has shops with a capacity of turningout thirty cars a day. There is also a foundry fe soft-casting iron. The company owns fifty-six ares of ground at Urbana, Ohio. At Anniston, Ala., n the centre of the iron district, there is valuable lant, consisting of car-shops, with an average capity of twenty-five cars a day, axle forgo works, a ar-wheel foundry, soft-casting foundry, ma-chine shos and various other industries. The comowns large car works and land at Decatur

ROLLING STOCK COMPANY.

of \$4,000,000 by the McHenry-Eric interests. Its original purpose was to supply the Atlantic and Great Western and the Eric roads with equipment under lease. General George B. McClellan was the first president, but he held the office only a short time. His successor was James B. Hodgkins. All of the company's relations with the Eric are said to have been cleaned up long ago. In 1889 Mr. Hegewisch, who had been general manager, was elected president. The had been general manager, was elected president. The company has done a large business with numerous railroads. The principal roads with which it new has contracts are the Union Pucific, the East Tennessee, Virginia and Georgia, the Wisconsin Central and the Baltimore and Ohio. It also has contracts with the Macon Construction Company, which is build-

ing roads in the South.

A stockholder who was perfectly familiar with the affairs of the company said: "There will be no change in the management because the president has been made receiver. It is only a question of an excess of assets that are not easily marketed. The company owes little and has much due it. There has been no demand for car trust or equipment bonds or notes and the company has no other collateral. It made its money from the building and loaning of rolling stock, but for years it had been under a cloud. I do not think that there are a thousand shares held in this country.

but for years it had been under a cloud. I do not think that there are a thousand shares held in this country."

The usual rule in issuing equipment bonds involves a cash payment of about 10 per cent. Better terms might be made with the Pennsylvania Raliroad or companies of about the same standing. After the cash payment the balance is divided into monthly instalments based on the principal and interest. The cash payments may be enough for companies that have a barge working capital, but other companies have to depend on a speedy saie of the notes or securities issued by the railroad companies. The market for income and car trust bonds has been closed by the recent disturbances and the failure of the company is understood to be due solely to this cause.

The suggestion that the southern railroads were largely indebted to the company brought out a reply from General Samuel Thomas, now chairman of the East Tennessee, Virginia and Georgia. He said: "As the Anaiston works are on the line of our road, we receive a good deal of business from them. I think the company may owe as a few thousands for equipment. The difference in either case is very small."

In regard to the report that Jay Gould had bought 50,000 shares of Richmond and West Point Terminal Company, by a private "dicker" with Senator Brice and hinself, he said:

"You can say that neither Mr. Brice nor I have sold any Richmond Terminal stock to Mr. Gould. I have had no interview with Mr. Gould on the subject. I don't know exactly how much stock Mr. Gould has beught lately, but I am told that he has been a large buyer. If the report is true, I can only say that in my opinion no stock in which he has recently invested will show a larger return on the investment in a short time."

THE CALDWELL-KELLY ENCOUNTER.

MR. RELLY'S GRAPHIC DESCRIPTION OF THE

AFFAIR. In regard to the disturbance that occurred between James F. Caldwell, the starter, and the well-known bookmaker James E. Kelly, of the firm of Kelly & Bliss at the St. James Hotel on Thursday evening, Mr. Kelly said vesterday:
"On Thursday evening I came from my home, where

I dired with my family, and entered the St. James Hotel through the ladies' entrance on Twenty-sixth-st. I was surprised to see so many people in the corridor of the hotel, and it looked to me as though something had happened, or was about to happen. While walking down the corridor toward the front door, I was halled by Mr. Caldwell, who was seated on a lounge in the jebby. He got up and walked toward me. He said: 'I want to see you.' I replied, 'I do not care to speak to you.' He grasped me with one hand by the lapel of my overcoat, his other hand being in his the laper of my overcoat, his other hand being in his overcoat pocket, apparently holding the handle of a pixel which protruded a little out of his pocket. At that time I was gloved and my overcoat was buttoned. I said to him: 'Let go; what are you doing!'"

aid to him: 'Let go; what are you doing!' "
'By that time a mutual friend, John Kelly, whom every racing man knows, came between us and every racing man knows, came between us and sep-arated us for the moment. I then removed my gloves and tout as speedily as possible, and John Kelly said: 'Caldwell, you are wrong. You are foolish. What do you want to do, make an ass of yourself?' Caldwell then tried his best to get near me and John Kelly well then tried his best to get near me and John Kelly was still his barrier and serious trouble for the time was obviated. Caldwell finally got near enough to kick me unexpectedly, right around John Kelly, and while he had his hand in his pocket on the handle of his pistol. He kicked me in the groin. I said to him: You are a cowardly loafer, and a treacherous one to boot You have now got the handle of a pistol warm.' The announcement of the failure of the United States Rolling Stock Company came to Wall Street first in a dispatch from Chicago, stating that a receiver had been appointed. The news did not reach the "tapes" until the stock market had closed, but comment after that the stock market had closed, but comment after that would indicate that the general opinion was that the the stock market had closed, but comment after that would indicate that the general opinion was that the would indicate that the general opinion was that the difference of the directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to directors of the company was held in the afternoon to disturbance. I asked the officer why he did make any di

EARLY CLOSING AT THE CUSTOM HOUSE.

The big front doors of the Custom House were closed at 1 o'clock yesterday afternoon, in accordance with the order of the Treasury Department to that effect. The side doors remained open until the usual closing time, however, but at no time was there any large amount of business transacted after the big doors had been swung ogether. Collector Erhardt said that the early closing

Members of the Fruit, Produce and Grocery Ex changes of New-York and Brooklyn are receiving in-vitations from the Boston Fruit and Produce Exchange to join in an excursion to the Pacific Coast in February. The party will travel under Raymond & Whit comb's management, and will be gone thirty-two days from New-York. Los Angeles, Redlands, Riverside, an Bernardino, Santa Barbara, San Jose, Monterey, an Francisco and other important fruit-raising and commercial centres are to be visited.

A SERIES OF LECTURES ON DRESS. The directors of the American Museum of Natural History have announced the delivery of a course of lectures by Dr. Frederick Starr, on the "History and Origin of Dress." He will read the first lecture on Wednesday evening at 8 o'clock, on "Deformations." His second lecture will be read Wednesday evening. November 26, on , 'Dress," and his third oen on Wednes day evening, December 3, on "Ornament and Religious Dress." The lectures will be delivered free to the numbers of the Museum. They will be richly illustrated with stereopticon views, representing the costumes of various times and countries.

PLANS FOR NEW SCHOOL BUILDINGS.

Preparations for the various new school building in the city are going on rapidly now. The trustees of the Tenth Ward have accepted a bid of \$265,000 for the erection of their new school-house, to be known as Grammar School No. 7, at Hester and Chrystie sts There were eight bids made in all. The average bid was \$283,000. The new building will be fireproof. with iron beams. The award of contracts for the annex to Grammar School No. 2, No. 124 Henry-st., has also been made by the trustees of the Seventh Ward. The cost of the annex will be \$4,500. Eight bids were made for the work. The average offer was \$5,575.

UNABLE TO DISTUNGUISH THE FASTER

Financially speaking, Giovanni Succi has never ha a better day than yesterday since he began his fast. The curious of New-York, men and women, went into his room by dozens, wondered who was the starving man, and when informed sat down and watched him in silent wonder. Not all, however, for the loquacious mustered in force, too. When a woman, who could talk his native language, got into conversation with he had an animated appearance. He slept longer than usual yesterday morning, and did not awake in the best of tempers, but, notwithstanding the emptiness of his stomach, he was wonderfully patient and good natured with fifs visitors. Succi, his pinched face, was wreathed in smiles, and

PREPARING FOR THE TEACHERS' FAIR.

Preparations for the great fair of the Teachers Mutual Benefit Association, to be held in the Lenox Lyceum from December 10 to 20, are going on rapidly Miss Matilda Davis, the chairman, receives daily con tributions in money and gifts of articles from people who are interested in the philanthropic object of the coming fair. The teachers and pupils in all parts of the city are working hard for the fair which promise to be one of the most interesting ever held in this city. The exhibits of the school children from the various wards will show the results of the present educational system. Gifts will be received for the fair by Miss Davis, at the Lenox Lyceum, or by any school teacher of the city.

Grand Rapids, Mich., Nov. 22.—I. M. Weston, ex-Mayor of Grand Rapids, late chairman of the Democratic state Central Committee and member of the nal Democratic Committee, yesterday Grand Rapids Democrat" from F. W er to take place on January 12.

GLANCES HERE AND THERE.

There are a great many city men in these days who are stealing out of New-York in the gray hours of the morning for marsh, meadow, or woods. They are in top boots, shooting-jacket, and close fitting cap. They catch a little nap, sitting in the corner of their seat, while the train whisks them in the corner of their seat, while the train whisks them away to their shooting grounds. The gun is in its case, and you can see in the game-bag lying on the seat a well-filled lunch-box. At the base of the hills along the railroad or at a station back of which woods stretch away the hunter swings off the car platform and stretches a pair of vigorous legs before starting on his all-day tramp. He is a jolly-looking fellow, this hunter who gets out of bed at 3 o'clock in the morning and as the sun rises flings his gun over his shoulder, and with a clear eye and warm check begins his solitary search for a healthful day of good, honest, old-fashioned sport.

There is something extremely fascinating in observing the managing of a ferryboat in a dense for.

One is likely to forget that there is any danger, for he finds himself wondering at the skill with which the boat is coaxed across the river against wind and tide and safely into its slip. Long training and discipline enable the pilots to find their way over the water when here are no lights and no landmarks to guide them. But while the passenger heurs many fog-bells sending out their sharp clangs from piers, the pilot hears only one—the one toward which he is working his craft. He knows its tone, the regularity of the strokes, and can judge its distance from him by the way it smites the air. It isn't much of a trick for him to do all this, but to the man ignorant of a pilot's knowledge and skill it seems far different.

There are the Mississippi River pilots, too. Many of them are familiar with every bend, every current, every sandbar and every snag for a stretch of a thousand miles. In the blackest night, when an amateur's eyes can not see the sharp prow of the packet, the pilot up in his dark box will wheel his craft to the left, take her clear across the river, and bringing her gracefully around again, sweep in so losely to the bank that he skirts the verry willow closely 10 the bank that he skirts the verry willows hanging over the water. Then he is off for the other bank again, a second time avoiding a bar or a snag, or a difficult current. There he is all through the night, turning his wheel always, changing his course untingly, calm, self-possessed, conndent in his strength and ability, a bat, for all you know, who sees better at night than in the blinding rays of the sun. If he will let you sit in the pilot-house with him you will never get tired. He may not open his lips from one hour's beginning to the ending of the next. But he is a perfect piece of mechanism that looks swiftly and silently, and fascinates you by its clusive subtleness.

A school inspector who is rather fond of finding fault with the teachers in his department was visiting one of the primary public schools the other day, when the female teacher in charge asked a number of urchins the following question: "Now, children, if you had a boat at Buffalo, and wanted to get it out on the ocean as soon as possible, and the distance by canal to salt water was 860 miles, and by the St. Lawrence River moment, Miss B--," said the inspector, rising, "I have found that teachers do not take enough pains to simplify the questions that they ask of children. It is very important, too, that analogies should be drawn from their personal experience. If more pains were taken in this respect, and an appeal made to the reason taken in this respect, and an appeal made to the reason of the pupils, not only yourself, Miss B.—, but a great many other teachers, would succeed much better." "Now, children, it is only two blocks to the Third-ave, clevated road, but it is eight blocks to the Sixth-ave, road. Now, if you wanted to get to an elevated read in a hurry, to which would you go!" "To the Third-ave, road," shouted the children in triumph. "Certainly," said the inspector, smiling, "because it is the nearest. Now then, if you had a boat at Buffalo, and wanted to reach the ocean in a hurry, which way would you take it?" The children in thought a minute, and then burst out simultaneously, "By the Third-ave, road!"

"It is a great mistake, my dear nephew, this thinking it necessary for a young fellow to take intoxi-cants in order to the merry," said a fond uncle to a young fellow, as they were walking up Park Row.
The old man had come in from his farm to see the
city. "Well, let's take a soda water, Unk, and I'll
swear off," replied the young man, as they turned inte
a drug store. The nephew gave the order. "Here's
to the drink of the moral, the sober and the industo the drink of the moral, the sober and the industrious; it imparts coolness to the blood, sensibility to the palate and calmness to the mind; it invigorates without depressing and sustains without exhausting," exclaimed the elder man, waxing eloquent. "It's a go; drink hearty, Unk," said the young man, as he winked at the clerk, and they emptled their glassos. Ten minutes later "Unk" was seen trying with difficulty to scull himself around a lamppost with his umbrella. "Unk" thinks city soda water has gained a wonderful potency since he was young.

Large numbers of people never travel on the elevated roads, but stick to the slower and more dusty surface cars, because they are not able to climb the stairs that lead to the former without exertion that results in exhaustion. But I have to use the Bridge, because the ferries are so inconveniently Bridge, because the ferries are so inconveniently situated for my purpose, and there are many others, whom I meet daily, in the same plight. A couple of passenger elevators at each entrance to the Bridge cars would not cost much, for the steam power is there already to operate them with. There need be little fear of their being so over-crowded as to be almost useless, because if the service they render be slew, few people will use them who are able to run quickly up the stairs. And as New-Yorkers are always in a hurry to catch the first train, the clevators will be pretty well left to the use of those who can better afford to lose a train or two than to climb the stairs themselves."

One of the best abused men in New-York is the big guard whose duty it is to close the gate on the platform of the last car of the East River Bridge trains during the "rush" hours every evening. He shuts that gate once every three minutes during those hours, and every time he does it he cuts off at least half a dozen people who are sure there was plenty of time for them to get aboard if he had not been so "fresh," as the mildest of them call him. Vituperation of a much more offensive kind is freely poured on him by more irritable people, but as a rule he takes no notice of it. irritable people, but as a rule he takes no notice of it. He gets it from all sides, too. For before he can shut the gate he invariably has to sweep on board with his powerful arm a half dozen people who are just crossing the threshold with that deliberate gait thousands of people strike as soon as they reach the platform of a car they have been racing for with might and main, utterly oblivious to the hundreds behind them who are equally anxious to press forward. These dawdlers being unceremoniously though necessarily hustled by the big guard, turn on him with savage looks and demands to know if they are cattle to be shoved about in that manner. They shake threatening fingers back at him as long as they can see him, vowing to report him to the trustees and write to the papers of his brutality. If he had held them back it would have been all the same, so the big guard turns on his beel without a word and walks away with an exasperating calmenss born of long usage, just as if no convulsions were taking place in nature.

Said a man who lived for many years in the West: "You can have no idea how alarmed people are who live in thinly populated parts of the West when an uprising of Indians is threatened. You will find few people in the West who do not believe that in an open, honest battle 100 white men can whip five times as nany Indians, however great their reputation for valor. For this reason they have a fine contempt for the red man. They believe that he is a coward first and always. But they know by some terrible experiences how suddenly their cowardly bands swoop down upon ranches and lonely settlements. At such time they sweep everything that lies before them and they revel in the most frightful cruelty. Therefore, while those who live in towns or neaf forts or military camps

royel in the most frigatful crueity. Therefore, while those who live in towns or near forts or military camps are entirely indifferent as to their own safety, they become extremely uneasy about others, friends and acquaintances, who are more exposed to danger, and thus, in a way, a panie will spread over hundreds or miles when every one knows that in reality few people are in danger. The terror comes from the dreadful uncertainty as to where the blow will first strike.

"I remember," he continued, "what a thrill of dread and panie flashed all over Dakofa and Wyoming when the first news of the Custer massacre was received. It spread like wild-fire. People caught at their breath who were hundreds of miles away and in perfect safety. But it was all as osudden, like a both from a clear sky. Custer was believed to be invincible. The admiration of people in that country for the Indian fighter was marvellous. When it was learned beyond a doubt that his forces with this valiant soldier himself had been annihilated people said: What may not happen new? Even in Cheyenne, ell populated, with a fort and a cample flow, every one's hair was on end. The destruction of a Nation's army could have brought little for a Nation's army could have brought little for a twinty of the can help it. You must never expect to meet your enemy in a fair, open light. Not if he can help it. You must chase him into his own strongholds. You must grant him all the favoring circumstances of situation, knowledge of his surroundings and nature's support. Only maranding bands of butchers come into the open planes, or to open places easily defended. And they come with the swoop of an eagle and ere of almost come with the swoop of an eagle and ere of almost come with the swoop of an eagle and ere of almost come with the swoop of an eagle and ere of almost come with the swoop of an eagle and ere of almost come with the swoop of an eagle and ere of almost controlled to the content of the can help it. You must chase him all the favoring circumstances of si

as soon as they dart down. I saw a few companies of Uncle Sam's boys march out of Salt Lake City once to do some Indian fighting. They were as likely a set of men as ever carried rifles on their shoulders. They were as ever carried rifles on their shoulders. They were gone only a few months, but what a change when they returned! Their blue uniforms hung from them in rags. Anything served for a head-covering. Some were bare-footed, and the best pair of shoes among the privates would have lain untouched in your 'Bend' here, scorned by the poorest man among you. Feet, arms and hands were in old bandages. Only the guns were bright and clean, always ready for service. Those men had been chasing Indians, and there is very little fun in this hind of war. Only men of the best kind can stand it, and Westerners are very proud of their old Indian fighters."

WHAT IS GOING ON IN HAWAII.

APPROPRIATIONS EXCEEDING THE REVENUES-

THE POLITICAL SITUATION UNCHANGED. San Francisco, Nov. 22.-The steamship Alamed arrived this morning from Sydney, via Honolulu. King Kalakana prorogued the Hawaiian Legislature November 14. The session had lasted 120 days, one of the longest in Hawaiian annals. The King in his speech said the liberal appropriations which have been made were somewhat in excess of the estimated revenues of the country, and would require a careful and eco-nomical administration on the part of the Ministry. Preparations were being made when the steamer left

Honolulu for the celebration of the fifty-fourth anni-

versary of the King's birth, November 16.

The papers, commenting on the work of the Legis lature, state that no important new laws have been enacted, the chief business of the session having been in amendments to the old ones. The constitution remains in all its main features as when adopted in 1887. The failure of the National Beform party to carry their vote of want of confidence in the Ministry continues the Cabinet in office for the current two years.

By December most of the sugar mills of Hawai

will have started on the crop of 1891, prompted by a desire to have as much sugar as possible sent to san Francisco before April 1, when the duty is removed. The sugar crop is estimated at about 120,000 tons. "The Commercial Advertiser" says, 120,000 tons. "The Commercial Advertiser" says, regarding the provisions of the McKinley bill: "It must be norne in mind that the sugar estates of these Islands are largely owned by residents of the United States, and whatever reduction in incomes is derived under free sugar tarilf will be felt as much in the United States as here."

Among the vessels at Honolulu are the Charleston and Mohican; Her Majesty's ship Nymphe and the Japanese training ship Tsukba.

Chicago, Nov. 22.-Dr. A. B. Carter, of Honolulu, is in the city on his way to Europe. He is a strong supporter of the King and National or Native party. "Political feeling is so strong in the islands," he said in the course of a conversation last night, "that it affects even our social life to such an extent that 1,122 miles, which would be the shortest way to bring the Americans of opposite parties are scarcely on it? The children were puzzled. This was rather irritating, in the presence of the inspector. "Why, you stupid little things," began the teacher. "One Reform, or, as we call it, the Missionary party. On the contrary, a very large number are with the natives in their espousal of independence for the islands. The Missionary party favor annexation to the United States, or an independent republic. I fear that one of these two things may take place on the death of the King. A republic would be un-fortunate for the natives. All the wealth is in the hands of foreigners and a republic would mean a government of wealth and foreigners."

DISORDER FEARED IN SAMOA.

Apia. Samoa, per steamship Alameda to the Associated Press Nov. 22.—Reports from several outlying districts indicate that the natives have the idea that the Chief Justice appointed by the three Powers under the Berlin treaty is not coming to Samoa, and are applying to redeem their firearms, which had been pledged to storekeepers after the war for food supplies. Laws are strict against the sale of firearms or ammunition to the natives, yet the latter manage to secure both. Several minor disturbances on outlying islands have been reported. A public meeting of resi-dents of Apia was held on October 29, and resolutions were adopted expressing dissatisfaction at the delay of the Powers in carrying out the provisions of the treaty and establishing a permanent Government in Samoa; also protesting against any further levying or collecting of duties or taxes until the establishment of such a Government, and requesting the Consular Board not to disburse or expend any further portion of public money without first consulting the taxpayers as to the proposed expenditure, and obtaining their consent thereto. The Consuls were also requested to communicate with their respective Governments by cabis, on the necessity of at once establishing effective government on the islands. United States Consul sewall was absent at the time, being at Hawaii. The German and English Consuls, however, received the deputation, and agreed to comply with the requests contained in the resolutions. Since then word has been received that a Chief Justice is on the way here, via England and the United States, and an easier feeling, prevails.

Chicago, Nov. 22.-The costumes of the "Babes in the Woods" company, at the Auditorium, were seized last night by the Federal authorities. It is charged

THE PROBASCO LIBRARY TO BE SOLD.

Cincinnati, Nov. 22 .- It is now believed that nego tiations have been closed for the sale of a considerable part of the library of Henry Probasco, of Cincinnati to the Newberry Library, of Chicago. Mr. Probasco's collection is one of the rarest and most valuable in the country. It includes some of the earliest editions of printed books besides a number of costly manuscripts.

UNCLE SAM'S NAVAL LABORATORY,

From The Washington Post.

Since the appropriation for that purpose was made the fact that the Government navai authorities are building in this city one of the finest and best equipped laboratories in the world for the testing of all substances which enter into the armor-plate of battleships, guns and explosives has almost been forgotten. The work of bringing together the chemicals and apparatus for this great analytical worashop is well under way, and within a few weeks will be completed.

country, adopting the latest and best of everything he saw.

The building which has been set apart for the new Naval Laboratory has long been known by that name, though operations and experiments in clemistry were never conducted there as they will be in the future. Every ton of metal used in the making of guns and armor will be scientificially analyzed, and the borings from the guns will be tested from one end to the other. A "Post" reporter found Dr. Archbold at the laboratory of the Navy Yard yesterday, closely watching the chemical action which was going on in a large glass Jar filled with a dark-green compound. He was analyzing a specimen of nicael which was taken from the ceneat shipment received by the Government from the Canadian mines. He showed the reporter samples from each of the twenty-seven cars of nickel ore received, and said that he had made an analysis of every one of them. The chemicals, which are all of "standard" purity, have nearly all arrived, and the long rows of cuphoards, shelves and cases are filled with new bottles, from which the corks have never been removed. The classes are all grouped together with so much system that the chemist could almost select a compound from among the thousands of bottles in the dark.

study of metals of all kinds, giving especial attention study of metals of all kinds, giving especial accounts to physical tests.

Over in the small building which was once used as a power-house there is another branch of the laboratory. Here are located the assaying apparatus, smelting furnaces, etc. The smelting will be on a very small scale and the furnaces will be leated with gas. On the outside of this building is being constructed a larger furnace for the same purpose. Here are also located the batteries and tools for electrical tests and experiments, the instruments for testing iron and steel by the "wet" and. "dry" processes, and for the analysis of finer metals, as gold, silver, copper and zine compounds, air pumps and big machines for tests of tensile strength.

pounds, air pumps and big machines for tests of tests of strength.

"We have spent many thousands of dollars in this new laboratory," said Dr. Archbold, "and must spend many more thousands before it is completed."

READY FOR THE BIG FLOWER SHOW. MADISON SQUARE GARDEN TO HAVE ANOTHER

FINE ATTRACTION THIS WEEK. adison Square Garden is to have a new attrac tion to-morrow in the shape of a great exhibition of flowers, given by Messrs. Pitcher & Manda, proprietors of the United States Nurseries, at Short Hills, N. J. It is intended to make this the greatest exhibiion of flowers ever held in New-York. It will last until next Sunday night, and will be open each day from 10 a m. till 6 p. m., and from 8 to 11 p. m. A military band will be in attendance every afternoon and evening. The arrangements of the interior will

be as follows: The first stand, opposite the Madison-ave. entrance, will be filled with specimen chrysanthemums. In the rear of this will be two immense stands of fancy foliage plants, bedded with ferns. In the centre of the Garden will be an enormous table, in the shape of a croscent, filled with massive groups of foliage, such as palms, tree ferns, etc. About this will be narrow tables containing chrysanthemums in various colors, and isolated specimens of rare ferns and palms. Next will come a table stretching across the arena, having palms and terns for a background, and deco-rated with orchids. Near this will be a flower booth, tended by a number of youny women. Beyond this will be nine large tables entirely devoted to chrys-

fitted up in the highest style of modern art as dining and drawing rooms, with floral decorations. About the Garden at various places will be groups of massive palms, and about the sides will be tables containing exhibitions of roses, pinks, chrysanthe-

nthemums, and beyond this will be two apartments

nums, etc.

A force of men began work in the Garden arranging A force of men began work in the Garden arranging for the exhibition yesterday morning. Fully 200 wagon loads of all sorts of plants and tropical trees arrived during the day. Large consignments of nursery stock came from nurserymen in Boston, Philadelphia, Newark, Rochester, Chacinnati and other cities. It is expected that prominent nurserymen from all parts of the country will visit the exhibition. Over 4,000 specimens of orchids were brought into the Garden yesterday with 2,000 specimens of chrysanthemums, and about 400 palm trees. Most of the stands were orected yesterday, the men working till midnight. Everything will be in readiness by the opening hour to morrow morning. The avenues and broad walks between the flower stands are of hard earth and pebbles. The model dining and sitting rooms are already fitted up, nothing remaining to do except to add a few ornaments and drapings. They will be furnished in magnificent style with glass and silver, and jewel and cnamel imitations of orchids, chrysanthemums and other flowers. The object will be to show the artistic effect that can be produced in such rooms by the use of flowers and plants.

It is estimated that the cost of the exhibition to Messrs, Pitcher and Manda will be about \$30,000. As with the recent horse show, James W. Morrissey will be the busingss manager, and will represent the Madison Square Garden Company.

OBITUARY. SAMUEL WEEKS

Samuel Weeks died yesterday at his home, No. 646
Madison-ave., from paralysis. He was born in this
city ninety years ago at No. 37 Mott-st., and until a
few years ago lived there. He learned the carponter's trade when a young man and followed it until 1823,

time of his death, under Ferdinand Eldman. He was a weigher in the Custom House under President Hayes. Mr. Pettigrew joined the New-York Volunteer Fire Department thirty years ago, and at the time of his death was a member of the Volunteer Firemen's Association. He was also a member of Wadsworth Post, No. 77, G. A. R., and of the American Legion of Honor.

NATHANIEL C. SCOVILLE.

Nathaniel C. Scoville, of No. 2 East Fifty-third-st., died suddenly last Friday, in Buffalo. He was at the head of a large car wheel manufacturing company there, and has been in business since 1885 in Buffalo, where he lived until a few years ago. He preferred living here, however, and going back and forth to his business. He was born in Salisbury, Conn., in 1832, and lived there for a number of years. He was always a man of retiring nature, and avoided public life of every kind; but among his many friends he was well liked for his generous spirit and affable manners. A wife and six children survive him.

COLONEL W. F. SAPP.

Council Bluffs, Iowa, Nov. 22.—Colonel W. F. Sapp. of this city, one of the best-known politicians of lowa, died this afternoon at the age of sixty-six years. He was a pioneer, being a member of the Nebraska Territorial Council. He also served as United States District-Attorney for Iowa under President Grant, and was a member of the XLVth and XLVIth Con-

NATHANIEL C. SCOVILLE.

Buffalo, N. Y., Nov. 22.—Nathuniel C. Scoville, of the firm of J. & N. C. Scoville, and suddenly in this city last evening. For more than thirty years he d been one of the most prominent of Buffalo mana-turers, and was held in the highest esteem.

OBITUARY NOTES.

Camden, Me., Nov. 22.—General John D. Rust, of Rockport, died this morning. He organized Company II. 8th Maine Regiment, served as lieutenant-colonel, was promoted to colonel and breveted brigadier-gen-

eral at the close of the war.

Asbury Park, N. J., Nov. 22 (Special).—Thomas Blaisdell, for nearly forty years one of the leading merchants of Long Branch, died Thursday night. He was sixty-five years of age and was born in Norwich, Vt.

Bridgeton, N. J., Nov. 22 (Special).—Captain Lehman Blew, widely known throughout South Jersey, died today of cancer. He was eighty-one years old and for many years was a shipbuilder in this city. eral at the close of the war.

HIGH PRICES FOR SHORT HORN CATTLE.

Chicago, Nov. 22.-Some high prices were realized at a sale here yesterday of several Illinois herds of Aberdeen-Ahgus shorthorn cattle. Jennett 9th sold to W. H. Roe, Creston, Ill., \$1,000; Wellington, same buyer, \$650; Black Bird, of Creston, to Lessing & Burwell, Cottage Grove, Wis., \$1,000, and Titania IId, of Lake Forest, same buyer, \$575.

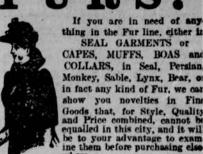
W. W. ALLEN ACQUITTED AT AUBURN. Anburn, N. Y., Nov. 22.—The jury in the case of the United States versus William W. Allen, charged with stealing letters from the Buffalo Postoffice, ren-

dered a verdict of not guilty at 3:40 p. m. to-day. For five days this case has been contested at every point by eminent counsel on both sides, and has been watched with the keenest interest by every postal employe in the state.

A NATURAL GAS FIELD EXHAUSTED. Columbus, Ohio, Nov. 22 (special).-Less than a

year ago natural gas was "piped" to this city by a company composed largely of Eastern capitalists, with the assurance that the field was ample to supply demands for manufacturing and domestic use. The wells are on the Columbus, Shawnee and Hocking Englight, respits with rolls, contheast of Columbus and the Columbus of the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus and the Columbus are contacted to the Columbus are contacted to the Columbus and the Columbus are contacted to the Columb The wells are on the Columbus, Shawnee and Hocking Railroad, twenty-eight miles southeast of Columbus, and the indications are that the supply is nearly exhausted. From the first all contracts were made at the consumers' risk, the company expressly reserving the right to shut off the gas at any time. Recently notice was given, and the gas was shut off from all the large manufactories. To-day every firm in the city using the gas under a steam botler, large or small, received notice to discontinue its use by Tuesday. The wells recently sunk have been of little force, and the pressure is not sufficient for domestic purposes,

FURS.



CAPES, MUFFS, BOAS and COLLARS, in Seal, Persian! Monkey, Sable, Lynx, Bear, or in fact any kind of Fur, we can show you novelties in Fine Goods that, for Style, Quality and Price combined, cannot be equalled in this city, and it will be to your advantage to examine them before purchasing elsewhere.

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14 West 14th St.
and 5th Ave., cer, 38th Street, New-York.
Send for Catalogue. ESTABLISHED 40 YEARS.

UNCLE "BILL" TELLS SOME STORIES.

THEY ARE PRETTY BIG. BUT THEY SAVOR OF ORIGINALITY.

It was a time of great excitement in one of the small villages on the Hudson. The sea serpent had been seen in the river, and astounding tales of its size, strength, and voracity had come to curdle the blood and stiffen the hair of the inhabitants. Old "Uncle Bill" Williams was particularly excited over the news, and his active imagination had pictured to his uneducated mind such an array of hideous shapes that he became positively daft on the subject. All his life had been spent on the river, but at this time he asked to go on an errand across the Hudson, he ab-solutely refused. He said he "wasn't going on no river while that thar sea sarpint with eyes as big as saucers and teeth like a buzz-saw, was in thar." Not he. indeed.

"Why, my gran'pop, what fit into the Revolutionary war, was crossin' the river offic mornin', in a rowboat, an' one of them big sea sarpints come shootin' up alongside, an' jumped right inter the boat. Gran'pop was so scared at fust, he didn't know what ter do, but when the sarpint made a jump at 'im he jist sild over the starn and hung onter the keel. He seen the sarpint lookin' down at him over the side of the boat, an' then 'gin to come over ater him. Gran'pop got a good grip of the keel an' the way he slip up to the bow, under the boat, was a caution. He got to the bow and hauled hisself inter the boat and got holt of an oar, an' when the sea sarpint come up hit him a whack over the head what knocked him silly. Then he took the painter an' cotched the sea sarpint 'round the neck an' chopped his head off, an' if you go up to Fort Moncormery you kin see it vit. No. sir. you don't ketch

me on no river now."

After a week or two had passed with no further idings of the dreaded "sea-sarpint" the old man was persuaded to row the writer across the Hudson. In the passage a large sturgeon happed out of the water, a few feet ahead of the boat. Noticing this, "Uncle

few feet ahead of the boat. Noticing this, "Uncle Bill" immediately began:

"One a'ternoon I was rowin' up to Fart Moncarmery when I come up to a stargun fast asleep on the water. I rowed up to 'im without making ro noise, an' got up in the bow an' leaned over an' caught a couple of half-hitches 'round his tail with the painter, an' went up the river faster'n the Mary Powell."

"Why, Uncle Bill, I should think he would have dived and upset the boat."

"No, sir, he tried that, but I got in the starm an', though he shook me up purty good. I hung on, an' then he began to go up the river jist like the Mary."

"How did you get losse from him, Uncle Bill!"

"Oh, bimeby he gat tired, an' then I hauled him up an' cracked his head with 'noar."

"I suppose, Uncle Bill, you were a strong man in your day!"

"Wall, I could stand up with most of 'em, I kin tell you that. One day, when me an' Cap't Broat was

trade when a young man and followed it until 1823, when he opened a grocery store at No. 45 Mott-st., a short distance from the place of his birth. A few years later he gave up the grocery business for that of real estate, and converted his store into an office. His business prospered, and he eventually became the owner of considerable real estate in this city, and for over thirty years he devoted his entire attention to the care of his own property.

Ho was a man of frugal habits, and was greatly esteemed by those who knew him. He was suddenly prostrated by a stroke of paralysis a week ago Friday, and remained in an unconscious state up to the time of his death. The funeral will be held at his home in Madison-ave, on Tuesday morning at 10 o'clock, and the burial will be at Woodlawn. He leaves one son the burial will be at Woodlawn. He leaves one son weeks. He was forty-nine years old, was born in this city and always lived here. He was a prominent politician of the XVth Assembly District, and at one find held the presidency of the Republican Club of that district for six years. He has held the office of Deputy Internal Revenue Collector for the Third District of New-York for ten years, having it at the stime of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, under Ferdinand Eldman. He was time of his death, und

CONSOLIDATION OF RAILROADS.

"Geed-by: keep good care of yourself in the city, replied the old man."

CONSOLIDATION OF RAILEOADS.

From The Cincinnal Commercial Gazette.

"I am in favor of a consolidation, and have gone so far as to offer to consolidate," said Mr. C. P. Hundington at San Francisco the other day. The consolidation referred to embraces the Union Pacific, Southern Pacific, Missourt Pacific and the Atchison and Santa Fe, and the consolidated line to take a new name, and this new name Mr. Huntington was willing to let the Atchison people select.

The gross carrings of this new fine—these consolidated lines—would be one hundred millions yearly, or perhaps more. And if this scheme should carried out, the new line, or consolidation Mississippi and the consolidation of the consolidation of the Maison. And Jay Gould would be carried out, the new line, or consolidation Mississippi and the president of the new system.

This work of consolidation has been going on for some time, under Mr. Gould. His Missouri Pacific Railway is a general name to designate the roads controlled by the management of the Missouri Pacific Railway. The roads in this system are St. Lonis, Iron Mountain and Southern Railway, the Little Rock and Fort Smith Railway, Kanasa and Arkanasa Valley Railway, Central Branch of the Union Pacific Railway. It is believed that Mr. Gould and Misfriends have a controlling interest in the Union Pacific, and that this was bought in the recent bear movement. Mr. Huntington favors the movement of placing Mr. Gould at the head of the consolidation and and the fire and the consolidate grows rapidly. In the Southern States, south of the Ohlo River and east of the Missispip River, the Louisville and Nashville Railroad Company, the Richmond and Danville system and the East Tennessee, Viginia and Georgia control three-fourths of the railroad and base of the research of the Missispip River, the Louisville and Nashville Railroad Company, the Richmond and Danville system and the East Fennessee, Viginia and Georgia control three-fourths

From The Pittsburg Dispatch.

"In the early days of the Atchison, Topeka and Santa Fe Railroad," said a railroad man yesterday, "stock was so frequently killed on the road that Manager Clark found it necessary to require the locomotive engineers to make a note of whatever they killed. The engineers had to fill out a form stating when, where and what kind of animal had been killed, and turn the report in to the superintendent of stock claims, One day a complaint from a farmer was received by Manager Clark in which the killing of a valuable cow by the Santa Fe engine was related. The letter was referred to the stock claim department, but no report from the engineer of the train in question could be found. Mr. Clark sent for the engineer, an old emplove of the road named John Norton, and asked him why he had not reported the callision with the cow." "Didn't know I hurt the cow." said Norton.

"You remember hitting the cow!"
"Certainly—and I slowed up when she rolled over on her back, but she waved her feet for me to ge aliced, and I concluded she was all right."